CITY OF MAUPIN

P.O. Box 308
Maupin, OR 97037

Tel: 541/395-2698

MEETING NOTICE

CITY OF MAUPIN PLANNING COMMISSION MEETING
Tuesday, April 13, 2021
6:00 p.m.

COVID-19 Update: Due to federal and state requests to limit public gatherings, the Planning Commission will hold an online video conference meeting that the public can watch and participate in via Zoom https://us02web.zoom.us/j/88696740794?pwd=NWtZQkhka05WZmREQzZSZ09ES2FHUT09
Just click the link above or copy and paste it in your browser. Enter the meeting code and ID below.

Meeting ID: 886 9674 0794
Passcode: 572571
City Hall will not be open to the public during the meeting. For questions on connecting with Zoom, contact City Manager Kevin Lewis at 1-330-281-8336 or maupincitymanager@gmail.com
For voice only, instead of a computer, call in from a phone at 1-253-215-8782
Meeting ID: 886 9674 0794

AGENDA

1) Call Meeting to Order / Roll Call of Commission and Staff / Pledge of Allegiance

2) Consent Agenda: Approval of Minutes, March 9, 2021

3) Audience Participation. This time is set-aside for public to speak on any subject which does not appear on the agenda. Three minutes per person will be allowed. The maximum time for public comments will be 15 minutes.

4) Swear in Newly Appointed Commissioner Jones (MJ).

5) Public Hearing to receive public testimony and consider a request for expanding the existing Deschutes Rim Clinic.

6) Consider Site Plan Review for ROW Oregon LLC.

7) Consider Conditional Use Permit by Hartz's to temporarily use RV while building house.

8) Review Housing Needs Analyze.

9) Communications

10) Next Meeting – Tuesday, May 11, 2021 6:00 PM

11) Adjourn

PUBLIC TESTIMONY (continues on page 2)

The Commission places great value on testimony form the public. People who wish to testify are encouraged to:

- Provide written summaries (8 copies to the City Recorder prior to the agenda item)
- Recognize that substance not length, determines the value of testimony.
- Endorse, rather than repeat, testimony of other witnesses with whom you agree.
- The Chairman my limit time for testimony on any item and may set time limits(usually 3 minutes) for individual speakers.

Thank you for taking the time to present your views.

Note: Due to uncertain length of time needed, the Commission may deal with any item at any time tin the meeting. Anyone wishing to be heard on any item should arrive when the meeting begins to avoid missing an item of interest.

CITY MEETING CALENDAR

MONTH	DATE	DAY	TIME	GROUP	LOCATION
April	April 28	Wed	1830	City Council	Zoom

MINUTES
MAUPIN PLANNING COMMISSION MEETING
March 9, 2021
6:00 p.m.

ZOOM/TELECONFERENCE MEETING

PRESIDING: Dale Madden, Chairman

COMMISSION PRESENT: Dale Madden, Suze Riley, Jessy Rose, Andrew Kreipe

COMMISSION ABSENT: One vacant position

STAFF PRESENT: City Manager Kevin Lewis, Planner Kirk Fatland, Admin Assistant Christine Wolfe,

VISTIORS PRESENT: Michael Jones (MJ)

CALL TO ORDER/ ROLL CALL/ PLEDGE OF ALLEGIANCE.
The meeting was called to order by Chairman Madden at 6:09 p.m. Roll Call of Planning Commission was conducted by Admin Assistant Wolfe.

CONSENT AGENDA: Approval of Minutes of December 15, 2020:
It was moved by Commissioner Riley, Seconded by Commissioner Madden, and passed unanimously on a 4 to 0 vote (Ayes: Madden, Riley, Kreipe, and Rose; Nays: none); the Commission approves Consent Agenda as presented.

AUDIENCE PARTICIPATION.
None.

SWEAR IN NEWLY APPOINTED COMMISSIONER KREIPE:
Admin Assistant Wolfe administered oath of office to Commissioner Kreipe.

ELECT OFFICER POSITIONS:
After much discussion, a motion was made by Dale Madden to elect Suze Riley as Chairman, Andy Kreipe as Vice Chair, and Christine Wolfe as Secretary. Suze Riley second the motion. All in favor.

OPEN DISCUSSION ON 2020:
Would have liked to have made further progress with Vacation Rentals, although zoning and enforcement was the slowing force. Frustration with process, which then conversation flowed into Plan for 2021.

DRAFT

PLAN FOR 2021:
(Open Discussion) Tie more into goals from City Council. More work sessions with both groups. Create a more stream line application process. Bring technology to Commissioners for ease of access to documents. We need more creative options for housing needs.
Solar Project is continuing to move along with discussion with the influx of people that will be working on the Solar Project. Look into opportunity with Deschutes RV Park.

REVIEW HNA BUILDABLE LANDS INVENTORY AND PPT FROM ECONORTHWEST:
(Open Discussion) HNA forecast growth is 36 people, does not include influx from Solar Project. Land prices are attractive, although at this time it is costly to build and install infrastructure. When planning for growth it is easy to overlook the middle housing needs. Concerns regarding cost for housing and real estate market. Look for creative opportunities and options for building and working with existing housing. ADU needs to be looked at to see if there are options available.

NEXT MEETING: April 13, 2021 AT 6:00 PM

ADJOURN: Chairman Madden adjourned the meeting at 7:13 p.m.

Respectfully submitted by
Christine Wolfe
Admin Assist

_____
Dale Madden, Chairman

DRAFT

Campground Site Plan Narrative – Peter Grubb

Lots 900 and 1001 between Railroad Ave and Elrod

My wife and I own and operate ROW Adventures, a rafting and active travel company that we established 42 years ago. We were issued a BLM permit to float the Lower Deschutes in the spring of 2020 and intended to begin float operations that season, but then COVID-19 came and delayed our start until 2021.

We have purchased the Henry's Café building and plan to re-open that in early summer in much the same way it has been operated, with the addition of using it as the meeting place for our outdoor adventures. We will also use part of the building to store our rafting and biking equipment when it is not in use.

We also purchased two lots that are across the alley from Henry's. Before we commit to developing those in a way that would best benefit Maupin and tourism, we want to get a season of operations under our belt to observe, learn more about tourist needs and the community. For that reason, we want to do a minimal development campground in order to get some use of the land. We have observed that lodging options in Maupin are quite limited, and this seems a reasonable idea.

Some of the other questions or items to address on the Site Plan form are:

[ ] Traffic congestion is avoided
The proposed use is for 10 spaces, each for one vehicle only. If a party had 2 vehicles, 1 would have to park in the parking lot behind Henry's. Turning from 3rd St/Hwy 97 it would only be about 100' to the
Entrance of the camping area. Customers would check in at Henry's Store, then be directed to their space. Minimal traffic would be created.

[ ] Pedestrian, vehicular safety and welfare are protected
Pedestrian use would happen when people walk from the campground to Henry's Store to use the restrooms and water. We could place a "SLOW" or "PEDESTRIAN CROSSING" sign on the power pole that is in the southwest part of the back parking lot of Henry's. There will be an entrance and exit from the campground with a loop roadway (graded dirt surface) and we would create a one-way traffic pattern to minimize congestion and improve traffic safety.

[ ] Vision Clearance - is preserved and maintained, where applicable. We are not constructing any buildings and the only structure would be a 6' fence on the east and north side of the property.

[ ] Significant features and public amenities are preserved and maintained – Since this is a vacant lot now, there are no features or public amenities.

[ ] There will be minimal adverse effect on surrounding property

We are sensitive to existing neighbors. We will have a “Quiet Time” rule from 10:00 PM to 8:00 AM. Loud music will not be allowed, for neighbors as well as other campers. We will not install any lighting, in order to keep the natural ambiance as well as to be less disturbing to neighbors. The use is seasonal, so won’t be a concern November thru April.

As indicated elsewhere, this is not meant to be a long term use of the property, but a way to utilize it this year as we integrate into Maupin and gain a better understanding of the community and business patterns and needs.

A few other questions were proposed:

Layout of existing property, dimensions, buildings and parking with direction of travel and plan for patrons to access restrooms. People will be concerned with the increased traffic on the alley as well as people crossing the alley to access the restrooms so cover all bases.
** The current property is vacant and is 100’x100’. Campers would use facilities at Henry’s which is just across the alley from the proposed campground area. They would walk about 20’ across the alley from the NE corner of the campground to the back parking lot of Henry’s.

Restrooms: Be specific on access. Code stated either need separate facilities or privacy locks. ***Two shower stalls/rooms would be added to the existing bathrooms that are bump-outs on the existing Henry’s building. These would have outside access doors with combination locks and campers would be provided with the combinations. To use the bathrooms, campers would enter Henry’s through the front door. During hours that Henry’s is closed, there will be a portable toilet available, either positioned in the campground area, behind a fence and thus less visible to neighbors, or near Henry’s building.

Detail on camp site prep, materials used, spacing between tent sites, etc.
**Per the Site Plan document, our goal is to keep the current land as “native” as possible. We would grade a simple roadway to enter at the NE corner and follow the east property line to the south property line (towards the river) and then follow that line to the west property line, and continue to the NW corner. We would create a one-way traffic pattern to minimize congestion and improve traffic safety.

Fencing detail include height and materials as well as any privacy landscaping you plan to install.
**We will construct a 60-75’ x 6’ high fence on the east side of the property to provide screening and privacy from the day care building. Another 60’ x 6’ fence would be built on the north side to provide privacy and screening. The construction would be wood with 6x6” treated posts and then either vertical boards of 4-10” width, or horizontal boards of 4-10” width. The exact lumber dimensions will depend on lumber prices and availability.

Thank you for your consideration. Let me know if there are other questions.

-Peter Grubb

City of Maupin
PO Box 308
Maupin, OR 97037

Tel: 541-395-2698
Fax: 541-395-2499

SITE PLAN REVIEW#_____

Date Submitted: _____ Date determined complete: _____ Fee: _____

Applicant/Owner Information:	Owner Peter Grubb, of these LLC's
Applicant(s) ROW Oregon LLC	**Property Owner(s)** Silver Stream Diversified LLC
Mailing Address	**Mailing Address**
PO Box 579, Coeur d'Alene ID 83816	
Phone (H) 208-755-6824 **(W)** 208-765-0841 x810	**Phone (H)** cell 208-755-6824 **(W)**
Property Information:	
Parcel Address unknown	
City Lot No.(s) 900 and 1001	**Block No.** 7
Township 4S **Range** 14E	**Section** 32 DD **Tax Lot No. (s)** 900 and 1001
Square Footage +-5000	**Lineal Feet of Frontage** 50 on road
Comprehensive Plan Map/Zoning Designation	RC
Legal Lot Determination:	
Deed No.	**Date Filed**
The deed(s) and a map showing the parcel(s) described in the deed(s) must accompany this application	
Project Information:	
[ ] New Construction [ ] Expansion/Alteration [X] Change of Use [ ] Amend Approved Plan	
Current use of parcel none - vacant land	
Proposed use of parcel Campground	
Use of adjacent parcels One vacant lot adjacent 3 lots to north also vacant	
Briefly explain the Project Put in a primitive or basic campground for tent camping and/or pickup truck/pop up tent camping. No hook ups. Minor site improvement to keep native look. Water and bathroom facilities across alley at Henry's cafe building. Will also place a portable toilet in camping area . No additional lighting so as to keep primitive nature and not disturb neighbors.	
Proposed Building(s) Footprint Size (in square feet) NA	

REQUEST INFORMATION

Dimensions, materials, exterior lighting, setbacks, roads, driveways, and underground activity of proposal:

Each lot is 50x100', so combined 100'x100'. Do minor grading as needed to create small individual camp areas. Leave area with native vegetation as possible. No fill material beyond what is on property.Create loop road for access. A 60' fence 6' high would be constructed on the north side and 60-75' fence on the east side to create privacy. Wood construction.

Purpose for request: We are a recreation business that will be offering rafting trips on the lower Deschutes per a BLM permit, as well as bicycle tours. We have purchased Henry's Deli to serve as our main outpost and place to meet guests. The campground would serve a few guests that want a place to stay overnight in Maupin, as well as employees.

Operational Characteristics (hours of operation, number of employees, number of Average Daily Trips, etc.):

May to October, open 24 hours, staff of rafting company and current Henry's store will check people and provide any services needed.

Request is for a home occupation [ ] Yes [x] No

Request is for a Business Complex or Enterprise [x] Yes [ ] No

Proposed Signs [ ] Yes [x] No

If yes, refer to Maupin Sign Ordinance No. 276, and attach:

[ ] Sign Permit Application & Scale Drawing of the Plan and Plot Plan

[ ] Integrated Signage Plan if Business Complex or Business Enterprise

SITE INFORMATION:
Existing Improvements (structures, fences, roads, easements, etc.)

No improvements on property currently

Proposed parking area, including number of spaces and dimensions of spaces (9'x19' min.), surface material:

Maximum 5 campsites per lot, so 10 total; each 16' wide by 30' deep. Loop road enters and follows perimeter of property. Surface material - dirt.

In addition to all other required information, the proposed site plan must demonstrate how:

[ ] Traffic congestion is avoided
[ ] Pedestrian, vehicular safety and welfare are protected
[ ] Vision Clearance Area is preserved and maintained, where applicable
[ ] Significant features and public amenities are preserved and maintained
[ ] There will be minimal adverse effect on surrounding property
**See accompanying narrative that addresses these

PLANS AND OTHER INFORMATION REQUIRED:

[ ] At least 12 copies of concept site plan.
[ ] At least one 11 x 17 concept site plan.
[ ] At least 12 copies of a separate vicinity map indicating location of the proposed development
[ ] State Highway or County Road Access Permit, where applicable

Signatures: Applicant(s)		Date	April 8, 2021
		Date	
Property Owner(s)		Date	April 8, 2021
		Date	

LOCAL GOVERNMENT INFORMATION/APPROVAL

Date Application Filed: _____

Date Fee Paid: _____

****

Application [ ] Approved as submitted

[ ] Approved with conditions _____

_____

_____

[ ] Denied

Signed: _____ Date _____
Planning Commission Chair

INFORMATION REQUIRED WITH APPLICATION

Concept Site Plan. The concept site plan shall clearly indicate all of the following information applicable to the particular development proposal.

__ Project Name

__ Scale – The scale shall be at least one inch equals 50 feet (1:50), unless a different scale is authorized by the City's Zoning Ordinance Administrator or Contract Planner

__ North Arrow

__ Date

__ Location and names of all existing streets and location of proposed streets within or on the boundary of the proposed development

__ Lot layout with dimensions for all lot lines

__ Location, dimensions, and height of all existing and proposed buildings and structures. Include any walls, fences, and gates and indication of their height and materials of their construction.

__ Location and dimensions of all yards and setbacks from all property lines and distances between existing and proposed buildings.

__ Location and dimensions of points of entry and exits for motor vehicles, and internal traffic circulation pattern.

__ Location and layout of off-street parking and loading facilities and indication of surface material.

__ Indications of exterior lighting standards and devices and location.

__ Location, size, height, materials and method of illumination of existing and proposed signs.

__ Location and description of any slopes greater than 20%, and any proposed cut and fill activity.

__ Conceptual drainage and grading plan.

__ Location of existing utilities, easements, rights of ways, and any significant natural features. including, but not limited to, water courses, trees, rock outcroppings, ponds, and drainage ways.

__ Location and type of landscaping. A nominal amount of landscaping for new structures or parking areas is encouraged. The City discourages the use of Black Locust trees.

__ Location, size, and use of any proposed underground activity (sprinkler system, heat transfer coils, storage tanks etc.)

__ Any other architectural or engineering data as may be required to permit necessary findings that the provisions of Maupin's Zoning Ordinance are complied with.

__ Where an attachment or minor addition to an existing building or structure is proposed, the site plan shall indicate the relationship of said proposal to the existing development, but need not include other data required in the above paragraphs.

REVIEW PROCESS

In addition to any applicable standards and criteria of the subject zoning district, applications are evaluated according to the following criteria:

A. Elements of the site plan are arranged so that:

1. Traffic congestion is avoided.
2. Pedestrian and vehicular safety and welfare are protected.
3. Vision clearance areas are preserved and maintained, where applicable.
4. Significant features and public amenities are preserved and maintained.
5. There will be minimal adverse effect on surrounding property.

B. Proposed lighting is arranged to direct light away from adjoining properties.

C. Proposed signs will not interfere with traffic or limit visibility by size, location or illumination.

All home occupations, as defined in Section 1.3

A. Will be operated by a resident of the property on which the business is located.

B. Will employ no more than one additional person employed other than the resident of the dwelling, and

C. The occupation is carried on in such a manner as not to impart the outward appearance of a business in an ordinary meaning of the term, or cause or lead to unreasonable increase of the flow of traffic in the neighborhood or production of noise or other forms of environmental pollution.

The burden in all land use proceedings is upon the applicant. It is the responsibility of the applicant to provide a complete application with all required and requested documents, and any other documents and evidence relied upon by the applicant to provide sufficient specificity to afford the City the opportunity to respond.

Applications deemed incomplete will become null and void ninety (90) days from notice, and the filing fees paid will be non-refundable.

NOTICE TO APPLICANT

LAND USE DEVELOPMENT FILING FEE AND REIMBURSEMENT FOR ADMINISTRATIVE COSTS

Dear Applicant:

The City of Maupin, like many cities in Oregon, is faced with a severely reduced budget for the administration of the City's ordinances. The land use planning process in the State of Oregon has become increasingly complex. To properly process your land use application, the City must rely upon professional consultants to assist in preparing the legal notices, conducting on-site inspection, preparation of staff reports and attendance at the Planning Commission and/or City Council meeting. The City utilizes a consultant to ensure your application is processed fairly and promptly. Because of the reduced budgets, the City finds it necessary to transfer those administrative costs to you, the applicant, as a part of the land use planning process. Therefore, you are asked to read and sign the statement below indicating you understand the requirement.

LAND USE DEVELOPMENT FILING FEE AND ADMINISTRATIVE COST REIMBURSEMENT

I/We, the applicant(s), _____, agree that **in addition** to the Land Use Filing Fee per City of Maupin Fee Schedule, to reimburse the City of Maupin for actual cost of Contract Planner and Attorney.

Signed this _____ day of _____, _____

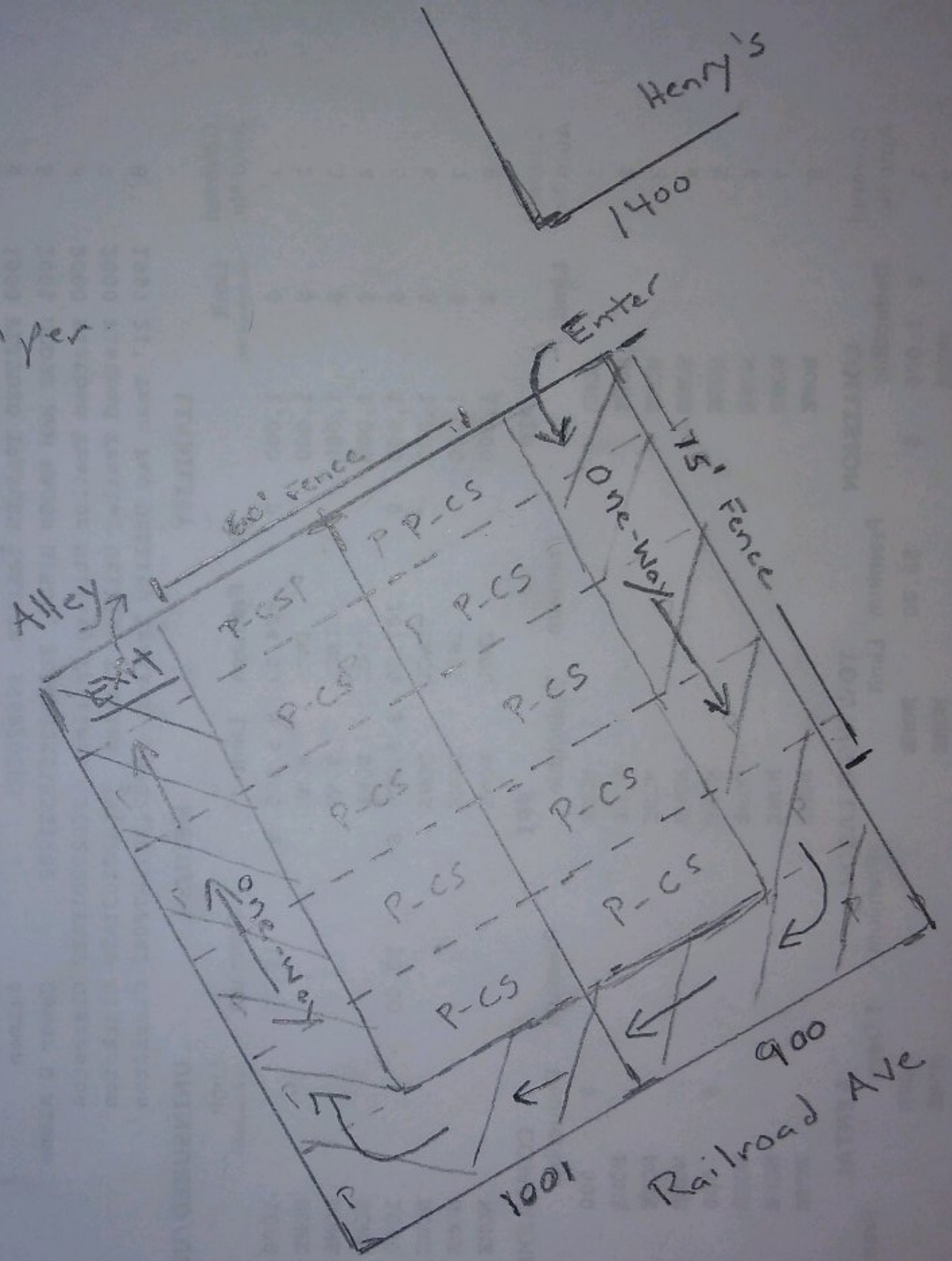
Property owner(s): _____

_____

Exhibit A

P-CS = parking for camper and campsite

= driveway



City of Maupin
PO Box 308
Maupin, OR 97037

Tel: 541-395-2698
Fax: 541-395-2499

CONDITIONAL USE PERMIT APPLICATION

FEE: *See City of Maupin Fee Schedule*

Applicant Information:

Applicant MARANDA + JEREMY HARTZ

Mailing Address PO BOX 84, GATE CAMP, OR 97028

Phone No. 503-702-2291

Owner Information (if different from applicant)

Property Owner MARANDA HARTZ

Mailing Address 712 SPEY RD, MAUPIN, OR, 97037

Phone No. 503-369-6132

Property Information:

Property Address: 712 SPEY RD, 97037

Zone: **Residential** [ ] **Open Space** [ ]

General Commercial [ ] **Recreational Commercial** [ ] **Industrial** [ ]

City Lot No(s) 6 **Block No.** 400 **Addition** 04S/14E32 CC 400

Township 4S **Range** 14E **Section** 32 **Tax Lot No.** CC 400

Deed No. _____ **Date Filed** _____

Square Footage of Property _____

Lineal Feet of Frontage _____

Current Use of Parcel VACANT LOT

Use of Adjacent Parcels RESIDENTIAL HOMES.

City Water Service [ ] **Existing** [ ] **Proposed**

City Sewer Service [ ] **Existing** [ ] **Proposed**

REQUEST INFORMATION

Proposed Request Using R.V. temporarily, and frequently to complete residential construction

Purpose of Request While we will base our activities from Government Camp, the R.V. will be used some nights to cut down on travel expenses.

Operational Characteristics (hours of operation, number of employees, number of rooms, maximum number of occupants at one time, number of Average Daily Trips, etc.):

Several nights per week (1-5 nights)
Max 2 adults / 1 child occupancy.

Proposed Sanitation (garbage service) self service.

Proposed Signs [ ] Yes [ ] No **If yes, complete and attach Sign Permit Application**

SITE INFORMATION:

Existing Improvements (structures, fences, roads, easements, landscaping, etc.)

Proposed Improvements (structures, fences, roads, easements, landscaping, etc.)

Existing or Proposed Outdoor Lighting

Proposed Parking (number of spaces (9' x 19' minimum dimension) and surface material

ATTACH A NORTH POINT, SCALE DRAWN SITE PLAN TO INCLUDE:

- **Dimensions and orientation of the parcel;**
- **Abutting street(s) and alley;**
- **Locations and details of all buildings and structures, both existing and proposed, and indication of their heights, and proposed use of buildings shown;**
- **Location and details of all off-street parking and loading facilities;**
- **Locations and details of all points of entry and exit for motor vehicles, and internal circulation pattern(s);**
- **Location of all walls and fences and indications of their heights(s) and materials of their construction;**
- **Location of all exterior lighting;**
- **Location of all signage;**
- **Location and details of landscaping;**
- **Locations and details of grading and slopes where they affect relationship of buildings and drainage;**
- **Locations and details of storm drainage system;**
- **Locations and details of existing and proposed utilities and public improvements;**
- **Any other data which may be required to allow necessary findings that the provision of Maupin Zoning Ordinance is complied with.**

I/We, the applicant/owner, hereby certify the answers and statements in this application and supporting documents are correct, complete, and true. I/We have read and understand the provisions and requirements of Maupin Zoning Ordinance No. 249 for this conditional use, and I/we agree no conditional use operation shall commence without first obtaining an approved permit by the City of Maupin. I/we further agree to comply with all local, State, and Federal Laws pertaining to this operational use. I/we understand if this conditional use is granted, a review of this conditional use permit for compliance may be conducted at any time by the City and immediately revoked for violation or non-compliance of the Ordinance or conditions of approval.

Signatures:

Applicant(s) Jeremy Hartz **Date** 03/30/21

Jenny Hartz **Date** 03/30/21

Property Owner(s) _____ **Date** _____

_____ **Date** _____

Conditional Use Permit Application

Applicant/Owner_____

Property Address _____

LOCAL GOVERNMENT INFORMATION/APPROVAL

OFFICE:

Date Application Filed: _____

Date Fee Paid: _____

Date Application deemed complete: _____

Maupin Planning Commission:

Date Public Hearing Held on Application _____

Application [ ] Approved as submitted

[ ] Approved with condition _____

_____

_____

[ ] Denied

Signed: _____ **Date** _____
Planning Commission Chair

ECONorthwest
ECONOMICS • FINANCE • PLANNING

TE: March 18, 2021
TO: Kevin Lewis, City of Maupin
FROM: Beth Goodman
SUBJECT: EXAMPLE HOUSING STRATEGIES AND ACTIONS

This memorandum provides range of strategies and actions that Maupin could address the City's housing needs. These strategies and actions have been used in other cities to address their housing needs.

This memorandum discusses housing affordability. It distinguishes between two types of affordable housing: (1) housing affordable to very low-income and extremely low-income households and (2) housing affordable to low-income and middle-income households. The following describes these households, based on information from the HUD and the U.S. Census' American Community Survey.

- **Very low-income and extremely low-income households** are those who have an income of 50% or less of Wasco County Median Family Income (MFI)[1] which is an annual household income of $29,500. About 15% of Maupin's households fit into this category. They can afford a monthly housing cost of $740 or less.[2] Development of housing affordable to households at this income level is generally accomplished through development of government-subsidized income-restricted housing.
- **Low-income and middle-income households** are those who have income of 50% to 120% of Wasco County's MFI or income between $29,500 to $70,700. About 63% of Maupin's households fit into this category. They can afford a monthly housing cost of $740 to $1,770. The private housing market may develop housing affordable to households in this group, especially for the higher income households in the group.

Summary and Schedule of Actions

Note: A summary will be added to the final version of the memorandum

[1] Median Family Income is determined by the U.S. Department of Housing and Urban Development. In 2020, Wasco County's MFI was $58,900 for a family of four.

[2] This assumes that households pay less than 30% of their gross income on housing costs, including rent or mortgage, utilities, home insurance, and property taxes.

Revised Housing Policies

Maupin's current goal for housing in the Comprehensive Plan is: "To provide for the identified housing need." This goal is still applicable and the Maupin Housing Capacity Analysis describes the identified housing need. The following are recommendations for new policies and objectives for inclusion in the Maupin Comprehensive Plan. The actions listed below would not become part of the Comprehensive Plan but provide direction on implementing the new policies.

POLICY 1: Land Availability: Plan for a 20-year supply of buildable residential land with urban services (such as transportation, water service, and wastewater service) for Maupin to meet housing needs within the existing urban growth boundary.

Exhibit 1 shows buildable unconstrained land in Maupin from the Housing Capacity Analysis report. The annotations on the map allow discussion of specific areas within Maupin, in the context of opportunities for development based on discussions with the Project Advisory Committee. The purpose of this discussion is to help the City identify areas with higher likelihood of development over the next 20 years. Regardless of the discussion below, any of these areas could develop in the next 20 years if the owners have the desire and sufficient funding to support development. These areas are:

A. Rivercrest Village. Platted neighborhood with CC&Rs and utilities. Some lots initially sold before 2008 but then sales slowed. In the last year, there has been sales of a few lots.

B. Vacant high density land near Canyon Rim Senior Living. Utility access up to Canyon Rim that could be extended and a dirt road that would need improvements.

C. Vacant recreational commercial land near the river. This may be a potential location for short-term rentals if they are allowed in the city.

D. Vacant land in medium density residential. This area is close to downtown with access to services. The apparent barrier to development has been lack of owner interest.

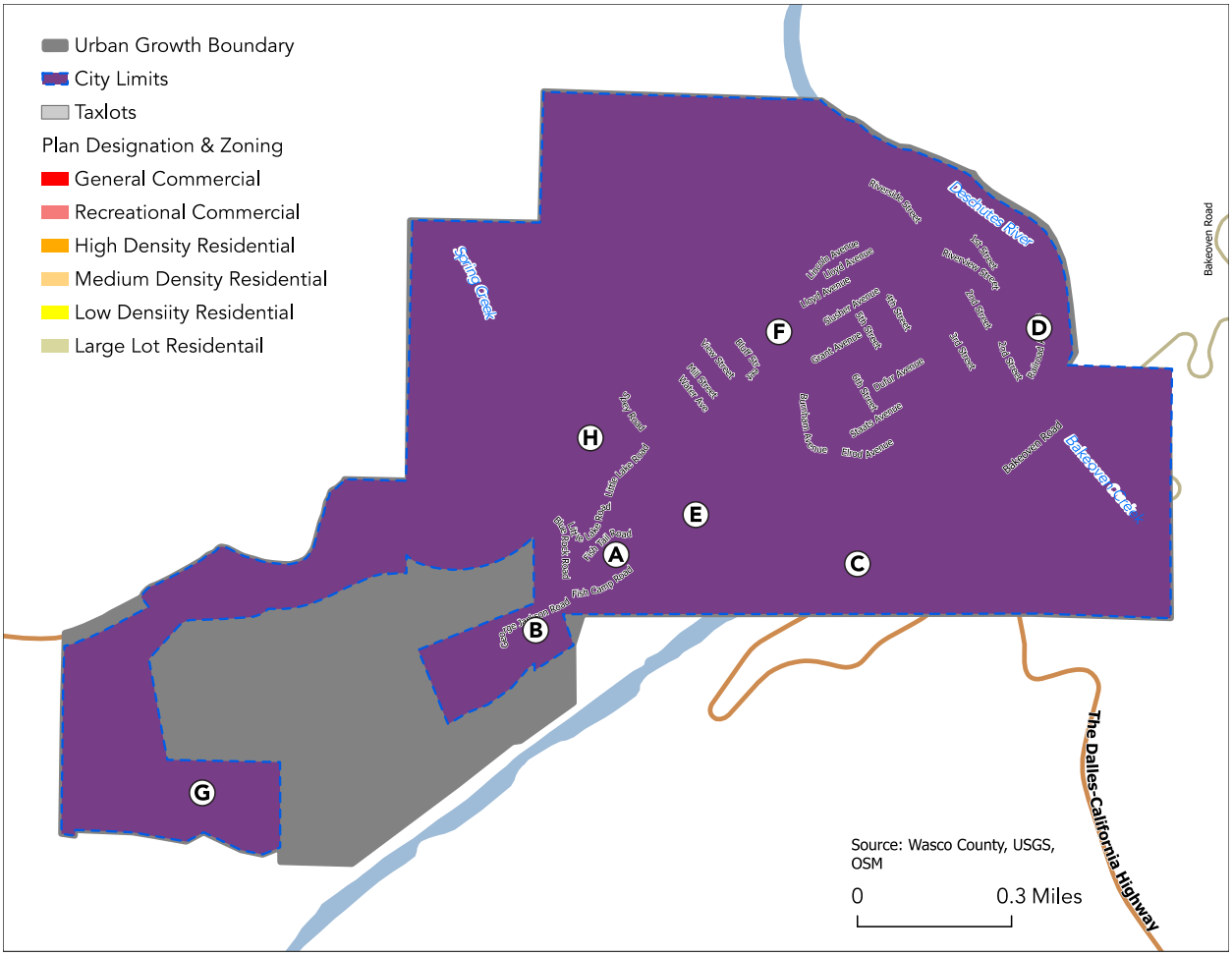
E. Vacant medium density residential land.

F. Buildable land on a promontory, which makes it difficult to access and develop. This area is less likely to develop over the next 20-years, given these constraints.

G. Low density residential inside city limits. Larger lots that require services. One lot has been approved for development and is extending services there. This area is less likely to develop over the next 20-years, given the distance from existing infrastructure.

H. High density residential land with potential for duplexes or triplexes. The land has some steeper slopes and no services have been extended. This area is less likely to develop over the next 20-years, given these constraints, without substantial infrastructure investment.

Exhibit 1. Buildable Unconstrained Residential Land, Maupin, 2021
Source: Maupin Housing Capacity, 2021, by ECONorthwest



Objective 1.1: Support development of housing in areas with existing services within Maupin, where development over the next year to three years is more likely.

Exhibit 1 shows the largest area where with vacant land and existing services (Area A), which is part of the River Crest subdivision. This is the area of the city currently under development.

Action 1.1a: Identify barriers, if any, for development of the River Crest subdivision. Work with the developer to remove the barriers to development, as appropriate.

Objective 1.2: Identify areas that may provide opportunities for development in Maupin over the next five to ten years where the barrier to development is a lack of infrastructure. Identify opportunities to support development of infrastructure to support development in one or more of these areas.

Exhibit 1 shows Area B, which is an area where improvements may be made most easily in the five to ten year period. This area will take significant infrastructure investment to make it ready for development.

Action 1.2a: Working with the Regional Solutions Team, identify regional and state resources to provide infrastructure to this area. This area is relatively large and infrastructure development may need to be phased over the course of several years.

Action 1.2b: Identify barriers, if any, for development of these areas, beyond lack of infrastructure. Work with the landowner and future developer to remove the barriers to development, as appropriate.

Objective 1.3: Identify areas that may provide opportunities for development in Maupin over the next ten years or more where the barrier to development is a lack of infrastructure.

Exhibit 1 shows E, which is an area where improvements could be made within the 20-year planning period, if funding was available to support infrastructure development.

POLICY 2: Provide opportunities for housing rehabilitation and development to meet the City's identified housing needs. Provide opportunities for development of a range of housing types that are affordable to households at all income levels as described in the Maupin Housing Capacity Analysis. These housing types include (but are not limited to): single-family detached housing, accessory dwellings, cottage housing, manufactured housing, townhouses, duplexes, and apartments. In addition, the City should consider need for seasonal housing demand for workers who come to Maupin in the summer.

Objective 2.1: Allow for a wider range of types of housing development within Maupin's existing zones.

Exhibit 2 provides an overview of the smaller housing types discussed under this objective.

Exhibit 2. Overview of Compact (Smaller) Housing Types
Source: Note: Image sources are located in the endnotes.

Tiny House on Wheels	Tiny House	Accessory Dwelling Unit (ADU)	Cottage Development
Tiny houses on wheels are nonpermanent, single-family dwelling units. They are typically less than 500 sq. ft. and no more than 500 sq. ft.	Tiny houses are permanent, single-family dwelling units. They are typically less than 500 sq. ft.	ADUs are secondary to a primary unit on a single lot. Zoning codes typically require that ADUs be smaller than the primary unit.	Cottage developments are groupings of single-family dwelling units clustered around a common area. They are typically under 1,000 to 1,200 sq. ft.

Action 2.1a: Evaluate allowing accessory dwelling units in the Low, Medium, and High Density zones on lots with a single-family detached unit.

Action 2.1b: Evaluate development of zoning standards that support cottage development in the Medium and High Density zones, such as cottages clustered on a lot, possibly with the inclusion of park or open space. The zoning code

would need to allow sufficient density to support this type of clustered housing, which may be 1.5 or 2 times the density of the zoning district the cluster is located in.

Action 2.1c: Evaluate allowing townhouse development in the High Density zone, at densities similar to those currently allowed for structures with four or more units (approximately 14.5 dwelling units per acre).

Action 2.1d: Evaluate allowing duplexes as a housing types in the Medium Density zone as an outright (rather than conditional) use.

Objective 2.2: Support and work with major employers and other partners in development of seasonal housing, especially for employees with rafting companies.

Action 2.2a: Support and potentially partner with employers are interested in developing an Employer Assisted Housing to identify opportunities to provide seasonal housing, such as yurts.

Action 2.2b: Evaluate development of zoning standards that support tiny houses for seasonal housing, such as tiny houses clustered on a lot, possibly with the inclusion of park or open space.

Action 2.2c: Identify and evaluate eliminating barriers to development of single-room occupancy (SRO) dwellings, such a limitations on the number of unrelated people who can occupy a dwelling. SROs can provide opportunities for increasing the supply of housing for seasonal workers, as well as full-year residents.

Policy 3. Housing Affordability: Develop policies to support housing affordability for income-restricted low-income affordable housing[3] and market-rate middle-income affordable housing.[4]

Objective 3.1 Support rehabilitation of poor condition existing housing within Maupin.

Action 3.1a: Work with partner agencies, such as Mid-Columbia Housing Authority, to develop a rehabilitation program and a weatherization program in Maupin.

Objective 3.2 Support programs to assist residents of Maupin moving from renters to homeowners, such as financial literacy.

Action 3.2a: Work with partner agencies that offer financial literacy programs, such as Mid-Columbia Housing Authority, to provide classes to residents in Maupin to guide them through the process of homebuying.

Objective 3.3 Support the development of all types of affordable housing, market-rate or income-restricted affordable housing, using tools that lower development or operational costs.

Action 3.3a: Work with partner agencies, such as Mid-Columbia Housing Authority to develop a land bank for future development of affordable housing for rental housing and homeownership.

Action 3.3b: Evaluate providing a density bonus for the development of affordable housing, either market-rate or income-restricted affordable housing. The density bonus would allow development at higher densities than those allowed under existing zoning. A density bonus could also be used to encourage infill development, in addition to affordable housing. The City can offer the density bonus on a case-by-case basis.

Action 3.3c: Evaluate opportunities to reduce system development charges (SDCs) to support the development of affordable housing. Approaches include (1) developing a sliding-scale of SDCs based on the size of the units, charging lower SDCs for smaller units; (2) reducing or waiving SDCs for residential developments that meet Maupin's housing needs or goals (such as the development of housing affordable to households earning less than 60% of MFI); (3) implementing an SDC financing credit program to incentivize needed housing types; and (4) collecting SDCs at completion of construction (prior to issuance of a certificate of occupancy) rather than at issuance of the building permit.

[3] Income-restricted housing is for very-low and extremely-low income households with income of $29,500 or less in Maupin. About 15% of Maupin's households fit into this category and can afford a monthly housing cost of $740 or less.

[4] Market-rate housing for low- and middle-income households, which have an income of between $29,500 or $70,700in Maupin. About 63% of Maupin's households fit into this category and can afford a monthly housing cost of between $740 and $1,770.

The City would need to work with a consultant to identify the fiscal impact of these approaches and to determine which, if any, of these approaches are appropriate for Maupin. A way to fill the funding gap created by the reductions/waivers should be identified.

- Note: Newport, Oregon, provides an example of a sliding scale SDC. Newport calculates the SDC for single-family units based on the size of the unit. For example, the water SDC is charged as follows: the first 1,700 square feet of the dwelling unit has a water SDC of $0.62 per square foot, with an additional $.50 per square foot for between 1,701 and 2,900 square feet and $0.41 per square foot for more than 2,900 square feet.

Action 4.3.d: Evaluate the implementation of a construction excise tax (CET). As part of the evaluation, conduct an analysis about the benefits and drawbacks of a CET for Maupin, including potential fiscal impacts of a CET for the City.

A CET is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction.

Appendix A. Potential Housing Policies and Actions

This appendix provides the City with information about potential policies that could be implemented in Maupin to address the City's housing needs. This appendix provides a range of housing policy options for the City of Maupin to consider as it addresses its housing needs. These policy options are commonly used by cities in Oregon and other states. Policy options are categorized as follows:

- Land Use Regulations
- Increase Housing Types
- Strategies to Manage Short-Term Rental Housing
- Programs that Provide Financial Assistance
- Lower Development or Operational Costs
- Funding Sources to Support Residential Development
- Policies to Support Housing Equity

The intention of this memorandum is to provide a toolbox of potential policies and actions that the City can use to address strategic issues. For many of the policy tools described below, we give an approximate scale of impact. **The purpose of the scale of impact is to provide some context for whether the policy tool generally results in a little or a lot of change in the housing market.** The scale of impact depends on conditions in the City, such as other the City's other existing (or newly implemented) housing policies, the land supply, and housing market conditions. We define the scale of impact as follows:

- A **small** impact may not directly result in development of new housing or it may result in development of a small amount of new housing, such as 1% to 3% of the needed housing. In terms of housing affordability, a small impact may not improve housing affordability in and of itself. A policy with a small impact may be necessary but not sufficient to increase housing affordability.
- A **moderate** impact is likely to directly result in development of new housing, such as 3% to 5% of needed housing. In terms of housing affordability, a moderate impact may not improve housing affordability in and of itself. A policy with a moderate impact may be necessary but not sufficient to increase housing affordability.
- A **large** impact is likely to directly result in development of new housing, such as 5% to 10% (or more) of needed housing. In terms of housing affordability, a **large** impact may improve housing affordability in and of itself. A policy with a large impact may still need to work with other policies to increase housing affordability.

Land Use Regulations

The following policies focus on ways in which the City can modify its current land use regulations in order to increase housing affordability and available housing stock. Policies are broken into two categories: those that affect regulatory changes, and those which increase the land available for housing.

Strategy Name	Description	Scale of Impact
Regulatory Changes		
Administrative and Procedural Reforms	Regulatory delay can be a major cost-inducing factor in development. Oregon has specific requirements for review of development applications. However, complicated projects frequently require additional analysis such as traffic impact studies, etc. A key consideration in these types of reforms is how to streamline the review process and still achieve the intended objectives of local development policies.	**Scale of Impact - Small**. The level of impact on production of housing and housing affordability will be small and will depend on the changes made to the city's procedures. Streamlining procedures may be necessary but not sufficient to increase housing production on its own.
Expedited / Fast-tracked Building Permit	Expedite building permits for pre-approved development types or building characteristics (e.g. green buildings). City of Bend offers expedited review and permitting for affordable housing. Any residential or mixed-use development that receives local, state or federal affordable housing funding is eligible to receive a written decision by the Planning Department within two weeks of the date of submittal. For projects that require more complex planning review, a decision will be written or the first public hearing will be held within six weeks of the date of submittal.	**Scale of Impact - Small**. Expedited permit processing will benefit a limited number of projects. It may be necessary but not sufficient to increase housing production on its own.
Streamline Zoning Code and other Ordinances	Complexity of zoning, subdivision, and other ordinances can make development more difficult, time consuming, and costly. Streamlining development regulations can result in increased development. As part of the streamlining process, cities may evaluate potential barriers to affordable workforce housing and multifamily housing. Potential barriers may include: height limitations, complexity of planned unit development regulations, parking requirements, and other zoning standards. Many of the remaining tools in this section focus on changes to the zoning code.	**Scale of Impact - Small to moderate**. The level of impact on production of housing and housing affordability will depend on the changes made to the zoning code and other ordinances.

Strategy Name	Description	Scale of Impact
Allow Small Residential Lots	Small residential lots are generally less than 5,000 sq. ft and sometimes closer to 2,000 sq ft. . This policy allows individual small lots within a subdivision. Small lots can be allowed outright in the minimum lot size and dimensions of a zone, or they could be implemented through the subdivision or planned unit development ordinances. This policy is intended to increase density and lower housing costs. Small-lots limit sprawl, contribute to a more efficient use of land, and promote densities that can support transit. Small lots also provide expanded housing ownership opportunities to broader income ranges and provide additional variety to available housing types. Cities across Oregon allow small residential lots, including many cities in the Metro area.	**Scale of Impact – Small to moderate**. Cities have adopted minimum lot sizes as small as 2,000 sq. ft. However, it is uncommon to see entire subdivisions of lots this small. Small lots typically get mixed in with other lot sizes. This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.
Mandate Maximum Lot Sizes	This policy places an upper bound on lot size and a lower bound on density in single-family zones. For example, a residential zone with a 6,000 sq. ft. minimum lot size might have an 8,000 sq. ft. maximum lot size yielding an effective net density range between 5.4 and 7.3 dwelling units per net acre. This approach ensures minimum densities in residential zones by limiting lot size. It places bounds on building at less than maximum allowable density. Maximum lot sizes can promote appropriate urban densities, efficiently use limited land resources, and reduce sprawl development. This tool is used by some cities but is used less frequently than mandating minimum lot sizes.	**Scale of Impact—Small to moderate**. Mandating maximum lot size may be most appropriate in areas where the market is building at substantially lower densities than are allowed or in cities that do not have minimum densities. This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.
Mandate Minimum Residential Densities	This policy is typically applied in single-family residential zones and places a lower bound on density. Minimum residential densities in single-family zones are typically implemented through maximum lot sizes. In multifamily zones, they are usually expressed as a minimum number of dwelling units per net acre. Such standards are typically implemented through zoning code provisions in applicable residential zones. This policy increases land-holding capacity. Minimum densities promote developments consistent with local comprehensive plans and growth assumptions. They reduce sprawl development, eliminate underbuilding in residential areas, and make provision of services more cost effective. Mandating minimum density is generally most effective in medium and high density zones where single-family detached housing is allowed. The minimum density ensures that low-density single-family housing is not built where higher-density multifamily housing could be built.	**Scale of Impact—Small to moderate**. Increasing minimum densities and ensuring clear urban conversion plans may have a small to moderate impact depending on the observed amount of underbuild and the minimum density standard. For cities that allow single-family detached housing in high density zones, this policy can result in a moderate or larger impact.

Strategy Name	Description	Scale of Impact
Increase Allowable Residential Densities	This approach seeks to increase holding capacity by increasing allowable density in residential zones. It gives developers the option of building to higher densities. This approach would be implemented through the local zoning or development code. This strategy is most commonly applied to multifamily residential zones. For cities with maximum densities, consider removing maximum allowable densities. This change may be most relevant. Higher densities increase residential landholding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development and make the provision of services more cost effective.	**Scale of Impact—Small to moderate**. This tool can be most effective in increasing densities where very low density is currently allowed or in areas where a city wants to encourage higher density development. This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.
Allow Clustered Residential Development	Clustering allows developers to increase density on portions of a site, while preserving other areas of the site. Clustering is a tool most commonly used to preserve natural areas or avoid natural hazards during development. It uses characteristics of the site as a primary consideration in determining building footprints, access, etc. Clustering is typically processed during the site review phase of development review.	**Scale of Impact—Moderate.** Clustering can increase density, however, if other areas of the site that could otherwise be developed are not developed, the scale of impact can be reduced.
Reduced Parking Requirements	Jurisdictions can reduce or eliminate minimum off-street parking requirements, as well as provide flexibility in meeting parking requirements. Reducing parking requirements positively impact development of any type of housing, from single-family detached to multifamily housing. Reduced parking requirements are most frequently used in conjunction of development of subsidized affordable housing, but cities like Portland have reduced or eliminated parking requirements for market-based multifamily housing in specific circumstances. City of Bend offers parking reductions for affordable housing and transit proximity. Parking for affordable housing units is 1 space per unit regardless of size, compared to 1 space per studio or 1 bedroom unit, 1.5 spaces per 2-bedroom unit, and 2 spaces per 3- or more bedroom unit for market-rate multifamily development or 2 spaces per market rate detached dwelling unit. Affordable housing units must meet the same eligibility criteria as for other City of Bend affordable housing incentives City of Portland offers parking exceptions for affordable housing and sites adjacent to transit. The City of Portland allows housing developments that meet the inclusionary zoning requirements to reduce parking requirements to zero if located near frequent transit service, and to exclude the affordable housing units from parking requirements for developments located further from frequent transit service. The City also allows market rate housing developments located near frequent transit service to provide little or no parking, depending on the number of units in the development.	**Scale of Impact—Small to moderate**. The City could require the developer to prove the need and public benefit or reducing parking requirements to increase housing affordability. Reducing parking requirements can have a moderate to large impact on housing affordability if little or no parking is required.

Strategy Name	Description	Scale of Impact
Reduce Street Width Standards	This policy is intended to reduce land used for streets and slow down traffic. Street standards are typically described in development and/or subdivision ordinances. Reduced street width standards are most commonly applied on local streets in residential zones. This strategy could be applied to alleys, when required, to ensure that alleys are relatively narrow to reduce development and maintenance costs. Narrower streets make more land available to housing and economic-based development. Narrower streets can also reduce long-term street maintenance costs.	**Scale of Impact—Small**. This policy is most effective in cities that require relatively wide streets.
Preserving Existing Housing Supply	Housing preservation ordinances typically condition the demolition or replacement of certain housing types on the replacement of such housing elsewhere, fees in lieu of replacement, or payment for relocation expenses of existing tenants. Preservation of existing housing may focus on preservation of smaller, more affordable housing. Approaches include: • Housing preservation ordinances • Housing replacement ordinances • Manufactured home preservation • Single-room-occupancy ordinances • Regulating demolitions	**Scale of Impact—Small to moderate**. Preserving small existing housing can make a difference in the availability of affordable housing in a city but it is limited by the existing stock housing, especially smaller, more affordable housing. Cities with older housing stock are more likely to benefit from this policy.
Re-designate or rezone land for housing	The types of land rezoned for housing are vacant or partially vacant low-density residential and employment land rezoned to multifamily or mixed use. In rezoning land, it is important to choose land in a compatible location, such as land that can be a buffer between an established neighborhood and other denser uses or land adjacent to existing commercial uses. When rezoning employment land, it is best to select land with limited employment capacity (i.e., smaller parcels) in areas where multifamily housing would be compatible (i.e., along transit corridors or in employment centers that would benefit from new housing). This policy change increases opportunity for comparatively affordable multifamily housing and provides opportunities for mixing residential and other compatible uses. Cities across Oregon frequently re-zone and re-designate land to address deficits of land for new housing.	

Strategy Name	Description	Scale of Impact
Encourage multifamily residential development in commercial zones	This tool seeks to encourage denser multifamily housing as part of mixed-use projects in commercial zones. Such policies lower or eliminate barriers to residential development in commercial or mixed-use zones. They include: eliminating requirements for non-residential uses in commercial zones (e.g., requirements for ground floor retail) or requiring minimum residential densities. This policy can increase opportunities for multifamily development on commercial or mixed-use zones or increase the density of that development. Cities across Oregon frequently encourage multifamily housing development in commercial zones, either as stand-along residential buildings or as mixed-use buildings.	
Provide Density Bonuses to Developers	The local government allows developers to build housing at densities higher than are usually allowed by the underlying zoning. Density bonuses are commonly used as a tool to encourage greater housing density in desired areas, provided certain requirements are met. This strategy is generally implemented through provisions of the local zoning code and is allowed in appropriate residential zones. Bonus densities can also be used to encourage development of low-income or workforce affordable housing. An affordable housing bonus would allow for more housing units to be built than allowed by zoning if the proposed project provides a certain number of affordable units. City of Bend offers affordable housing density and height bonuses. Qualifying affordable housing projects are eligible for a 10-foot building height bonus for multifamily housing when affordable housing units are gained and for a density bonus. The density increase is based on the percentage of affordable housing units within the proposed development: if 10% of the units are affordable, the maximum density is 110% of the standard maximum density. The maximum density bonus is 50% above the base density. Qualifying projects must be affordable to households at or below 60% of the AMI for rental housing and at or below 80% of the AMI for ownership housing, and require development agreements and restrictions to ensure continued affordability. Ashland has four different density bonuses, one of which is for development of affordable housing at higher densities and another for energy-efficient housing. Affordable housing projects meeting eligibility requirements (including rental housing affordable to households at or below 60% of AMI or ownership housing affordable to households at or below 80% of AMI for a minimum of 30 years) receive a density bonus of two units for each affordable housing unit provided, up to a maximum of a 35% increase in density. Kirkland Washington offers density bonuses for duplex, triplex, and cottage homes. Cottage homes (limited to 1,500 square feet of floor area) and two- and three-unit homes (up to 1,000 square feet of floor area average per unit) are allowed at double the density of detached dwelling units in the underlying zone.	

Increase Housing Types

The following policies focus on ways in which the City can increase the types of housing available in order to increase housing affordability. Policies focus on increasing housing density or the number of residents within existing City lots.

Strategy Name	Description	Scale of Impact
Allow Duplexes, Cottage housing, Townhomes, Row Houses, and Tri- and Quad-Plexes	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone. House Bill 2001 requires cities with more than 25,000 people to allow these housing types in single-family zones.	**Scale of Impact – Small to moderate**. Allowing these types of housing in more zoning districts may provide relatively few number of new, relatively affordable, housing opportunities.
Allow Stacked Townhouses, Cottage Courts, Duplex/Townhouse Courts, & Garden Apartments	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone. These housing types may be best allowed in medium density zones or (in smaller cities) in high density zones	**Scale of Impact – Small to Large**. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities. The scale of impact will depend, in part, on the amount of vacant or redevelopable land in medium density zones, as well as the types of housing newly allowed in the medium density zone.
Remove barriers to Development of Accessory Dwelling Units (ADUs) in single-family zones	As of July 1, 2018, ORS 197.312 requires cities with 2,500 people or more allow at least one ADU for each detached single-family dwelling in areas zoned for detached single-family dwellings. Jurisdictions can make development of ADUs more likely by limiting restrictive standards and procedures, such as reducing systems development charges for ADUs, reducing or eliminating parking requirements, or allowing ADUs regardless of where the primary dwelling is owner-occupied.	**Scale of Impact - Small**. Oregon law requires cities to allow ADUs.
Pre-Approved Plan Sets for ADUs	Provide a pre-approved set of plans for ADU designs that, if used by a developer or homeowner, would lead to automatic approvals and reduced permitting schedule. Pre-approved plans would reduce the need for architectural costs and reduce barriers to development of ADUs.	**Scale of Impact - Small**.

Strategy Name	Description	Scale of Impact
Allow Live-Work housing or Mixed-use housing in commercial zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	**Scale of Impact – Small to Large**. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities.
Allow multifamily buildings in commercial zones without commercial uses	Allowing for multifamily buildings in commercial areas without commercial uses on ground floors can result in lower rents, which still contributing to development of a mixed-use environment. Developing the first floor to commercial building standards is more expensive than building for residential uses on the first floor. In some cities, there may not be sufficient commercial demand to fill first floor commercial spaces, making development of a vertical mixed-use building less financially feasible.	
Allow for Single Room Occupancy and Co-Housing in Residential Zones	Allow for single room occupancy (SRO), which may include “adult dorms,” in all residential zones. Cities often have barriers to these types of housing in their zoning codes. These housing types have private living space with shared bathroom, kitchen, and other facilities. Co-housing is multiple people, often unrelated adults, living in a single-family house together. Some cities have regulations limiting the number of unrelated adults who can live in a dwelling unit.	
Allow small or “tiny” homes	“Tiny” homes are typically dwellings that are 500 square feet or smaller. Some tiny houses are as small as 100 to 150 square feet. They include stand-alone units or very small multifamily units. Tiny homes can be sited in a variety of ways: locating them in RV parks (they are similar in many respects to Park Model RVs), tiny home subdivisions, or allowing them as accessory dwelling units. Smaller homes allow for smaller lots, increasing land use efficiency. They provide opportunities for affordable housing, especially for homeowners. Portland and Eugene allow tiny homes as temporary shelter for people experiencing homelessness.	**Scale of Impact - Small:** Scale of impact depends on regulation of tiny homes, where they are allowed, and market demand for tiny homes.
Develop Pre-Approved Plan Sets for Middle Housing Typologies	As part of implementation of House Bill 2001 or as a follow-up to its implementation, develop pre-approved plans for middle housing typologies, such as cottage clusters, townhomes, and other middle-income housing types. The plans should be highly-efficient, designed for constrained lots and low cost solutions, and would allow for streamlined permitting. Consider adapting pre-approved plans developed by other cities or working with other cities to develop pre-approved plans.	

Strategies to manage short-term rental housing

The following strategies focus on ways that the City can regulate short-term rentals (STRs).

Strategy Name	Description	Scale of Impact
Create Regulatory Structure		
Clear municipal definitions for short-term rentals (STR)	Clear definitions of short-term rentals are central to creating a regulatory structure and closing existing loopholes. The City should define STRs, as well as any other classifications that might have exemptions. Definitions of STRs commonly include the following characteristics: • Rental of a dwelling unit for less than 30 days • Rental of 1 or more bedrooms or ADU in owner occupied property for less than 30 days • Exemptions often include long-term rentals, Bed and Breakfast facilities, boarding houses, or units that are rented for fewer than a minimum days per year (such as fewer than 14 days per year). **Nashville, TN:** Provides clear definitions in Ordinance BL2014-951 of short-term rental property as "a residential dwelling unit containing not more than four sleeping rooms that is used and/or advertised for rent for transient occupancy by guests as those terms are defined in Section 5.12.010 of the metropolitan code. Residential dwelling units rented to the same occupant for more than 30 continuous days, Bed and Breakfast establishments, boarding houses, hotels, and motels shall not be considered Short Term Rental Property."	The effective implementation of vacation housing policies depends upon clearly articulated definitions of property rental types.
Create a new land use permit requirement for STRs	Requiring a land use permit ensures that the City is aware that the dwelling is being used as an STR. It allows the City to tailor permitting to address the specific needs and concerns associated with short-term rental properties. The permitting process may include: • Proof of neighbor notification • Providing relevant information about the potential rental unit, such as number of bedrooms and parking availability • Commitment to paying applicable fees and taxes (TRTs) • Acknowledgement of all applicable regulations **Lincoln City:** Requires a Special Use Permit, including required public hearing **Ashland, Bandon, Cannon Beach, Gold Beach, Seaside, Yachats, and other cities:** STRs are a conditional use in some or all zones.	The scale of impact depends on funding and the City's ability to implement a new permitting process.

Strategy Name	Description	Scale of Impact
Annual Licensing/ Permitting	Annual renewals of permits will provide an opportunity for the City to show proof of property insurance, inspect the property, and obtain proof that the STR is in compliance with all applicable laws. In addition, a yearly STR licensing fee can be used to fund additional enforcement and oversight. **Seaside, Lincoln City:** Requires business license with annual renewal	Annual licensing and permitting may improve the City's ability to regulate and enforce policies related to short-term housing. It allows the city to inventory the number, type, and location of STRs.
Inspections of STRs	To ensure safety and code compliance, the City can inspect facilities for fire safety and compliance with applicable regulations. These inspections could be part of a one-time permitting process, the annual permit renewal, or may be required at an interval such as every two to five years. **Austin, TX:** STR applicants must submit a certificate of occupancy or certify inspection to obtain an operating license.	**Scale of Impact – Moderate.** Many other policies would be improved and supported by regular inspections.
License Fee	License fees are fees charged to the owners of an STR. A license fee can be part of an annual licensing or permitting process. The annual licensing fee can be assessed in several ways, including: a fixed fee, a percentage of property taxes, or based on the square footage of a rental property. **Austin, TX:** $285 license fee. (Source: Bend City Attorney Memo, August 2014) **Palm Springs, CA:** $200 per year (Source: City of Palm Springs)	The license fee can be used to support enforcement efforts and support other housing programs.
License number listed	Requiring every STR license number to be listed in all advertising helps ensure all properties are in compliance with the codes and regulations for STRs set forth by the City.	The strategy ensures that STRs are licensed and permitted.
"Grandfathering" provisions	Cities often include "grandfathering" provisions in their regulatory structure for STRs, to accommodate existing STRs and create a smooth transition to the new regulatory context. The City could require current STR owners to apply for a non-conforming use permit, wherein owners must successfully prove their historic use. Such permits could have a set expiration date.	The potential impact in would depend on how many owners are granted "grandfather" status and whether non-conforming use permits expire.
Restrictions on Short-term Rentals		
City guidelines for management	Create and require STRs to post "Good Neighbor Policy", develop fact sheet for neighbors and owners, and require the posting of standardized information inside the unit containing information on the noise ordinance, parking, garbage storage, etc.	Implementation of this strategy depends on cooperation of STR owners and managers. If STR renters obey the rules, the impact would be positive on nearby neighbors.

Strategy Name	Description	Scale of Impact
Develop an Enforcement Process	Develop standardized enforcement process that describes local laws that regulate STRs, including laws that renters need to abide by. The enforcement process would create a way to track violations, as well as identifying the process for warnings, fines, appeals, and permit revocation.	This strategy would provide clear steps for moving through process with reoccurring violations. It would provide a process for addressing repeated violations by renters, providing incentive to STR owners and managers to rent their properties to responsible parties.
Local Contact	Require local contact or local property management be available at all times. **Gold Beach, Lincoln City:** Local Representative is available 24/7	Improves accountability and provides point of contact for the City and for neighbors.
Limit number of occupants or bedrooms	The City can impose a limit on the number of occupants or bedrooms available for rent. This policy helps address concerns about noise and large groups at vacation rental properties. STRs may be limited to the number of bedrooms or occupants per unit or per tax lot. Separate limitations can be created for large events (e.g. no more than 15 people).	Implementation of this strategy depends on enforcement of the policy. The policy would limit the impact of STRs on immediate neighbors.
Parking	Limit the number and location of parking spaces associated with each STR. The City can require street-parking permits associated with property. **Palm Desert, CA, Encinitas, CA:** On-site parking must be available for all overnight guests. **Manzanita:** Rental properties must provide 2 off street parking spaces.	This strategy would decrease on-street parking associated with STRs, which may be most important in areas with limited parking, many STRs, or large STRs with many visitors.
Garbage storage	The garbage cans at STRs may be taken to the curb one or several days before garbage collection. Neighbors often have concerns about trash and recycling bins stored within public view or directly on the street. This policy would require all recycling and trash bins be stored away from public view and the time when they are curbside for pickup limited, based on the pickup schedule. **Encinitas, CA:** Trash and refuse shall not be left in public view except for on the evening before and day of trash pick-up. **Manzanita:** Owner shall provide covered and secured containers and provide for side yard garbage removal.	This strategy would affect the quality of life on neighbors nearby STRs, reducing the nuisance of garbage cans at the curb for several days.
Limitation and Prohibition of STRs		

Strategy Name	Description	Scale of Impact
Prohibition of STR	If the community is strongly against vacation rentals, the City can prohibit STRs or allow STRs only in some zones. STR prohibition can differ by unit type (e.g. not allowed in multi-family units or not allowing STRs in ADUs) or by land-use (e.g., not allowing STRs in specific zones). **Bandon:** No STRs in Single-Family Zones. STRs are allowed in Controlled Development Zones (ocean front/jetty and bluff areas); Old Town Commercial (C-1) and Light Industrial Zone. **Ashland:** No STRs in Single-Family Zones. STRs are allowed in commercial (C-1), employment (E-1) and owner-occupied in multi- family zones (R-2 & R-3). **Cannon Beach:** No STRs in Single-Family Zones. Owner-occupied B&B allowed in R-2 & R-3 zones. (Source: Ashland Summary of Oregon VR Zoning, 2012)	The impact of total prohibition of STRs could be significant for the city if there is significant tourism in the city. The impact of prohibition of STRs by area or by type of unit would depend on the scope of the prohibitions.
Limitations on the number or percentage of STRs	The City can limit the number or concentration of STRs in specific neighborhoods or areas of the city. The City can limit concentration of STRs through one, or a combination, of the following: • Set a maximum percent of units or tax lots citywide that can be STRs • Limit number citywide or per neighborhood • Set a maximum percent of units or tax lots in specific neighborhoods or zones that can be STRs • Set a minimum distance between STRs • Limit number per street segment • Set limits on STRs by census tract **Cannon Beach, OR:** Total vacation rental permits are cap at 92 citywide. **Nashville, TN:** Cap on number of non-owner occupied STRs in each Census Tract (**Mendocino County, CA:** County must maintain a ratio of "thirteen (13) long term residential dwelling units to one (1) single unit rental or vacation home." **Austin, TX:** Limits the percent of STRs by census tract **Durango, CO:** Limit of one STR per street segment.	Number or concentration limits can provide compromise for STR advocates, neighbors, and concerned citizens. The scale of impact depends on the current concentration of STRs and the imposed concentration limit.

Strategy Name	Description	Scale of Impact
Limits on Rental Periods	The City can place a limit on the number of days per year that a property can be rented. This can be done by prohibiting STRs from being rented more than a certain number of nights per year or set minimum night requirements (e.g., require a minimum of three nights stay). **Telluride, CO:** Short term rentals in the residential zone may be rented no more than a cumulative 29 days and no more than three times per calendar year. “For example, you may rent your property once for 15 days, once for 10 days and once for 4 days total in a calendar year.”	The impact of this strategy would depend on whether current issues are associated with length or frequency of stays.
Owner-occupied / owner-onsite exemptions	If STRs are prohibited or strongly limited, an exception that would allow STRs would be allowing them in dwellings where the unit owner lives most or all of the year. For example, STR could be allowed in a unit that the owner lives in for a minimum number of months of the year (e.g., an owner who lives in the unit nine months of the year and rents it out three months of the year). STRs could also be limited to properties where the owner lives “onsite,” such as rental of one or two rooms in a house that the owner lives in. **Portland, OR:** Allows short-term rental of housing provided owner lives there more than 9 months per year.	This strategy would primarily affect rentals where the owner lives in the city part of the year or units where individual rooms are rented in an owner-occupied unit.

Programs that provide financial assistance

The following policies focus on ways in which the City and other community stakeholders can provide financial assistance to potential residents in order to increase housing affordability and accessibility for multiple income groups.

Strategy Name	Description	Scale of Impact
Develop Housing Options and Services to Address and Prevent Houselessness	The city can partner with agencies and nonprofit organizations that provide housing and services to people experiencing houselessness. This could include: (1) working with partners to support development of an emergency shelter for people experiencing houselessness, (2) working with service providers who provide rapid re-housing services to exit houselessness, (3) work with nonprofit housing developers and service providers to develop an application to the State for funding for permanent supportive housing, and (4) work with partners to support transitional housing development. This strategy ties to the strategies to expand affordable rental housing and preserve affordable housing.	
Home ownership programs	Cities use a variety of programs to assist with homeownership • **Homebuyer Assistance Programs.** These Down Payment Assistance loans help low- or moderate-income households cover down payment and closing costs to purchase homes on the open market. These programs either give loans or grants, most frequently to first time homebuyers. • **Partnerships**. Cities often work with partnerships with nonprofit agencies that provide homeownership assistance.	**Scale of Impact - Small**. While homeownership programs are important, limited funds mean that the number of households that benefit from homeownership programs is relatively small.
Housing Rehabilitation Programs	Cities often offer home rehabilitation programs, which provide loans to low- and moderate-income households for rehabilitation projects such as making energy efficiency, code, and safety repairs. Some programs provide funding to demolish and completely reconstruct substandard housing.	**Scale of Impact - Small**. Limited fund availability means that relatively few households will be able to access housing rehabilitation funds.
Weatherization Funds through Community Action Agencies	Use weatherization funds administered by statewide network of Community Action Agencies to preserve aging housing stock occupied by income-qualified residents.	

Strategy Name	Description	Scale of Impact
Employer-Assisted Housing	Employer-assisted housing (EAH) can be provided directly to the individual employee in the form of mortgage subsidies, down-payment assistance, relocation payments and the like or the city can help to increase the supply of housing by requiring or encouraging employers to participate in the development of additional housing units through such actions as the provision of land, construction financing or purchase/lease guarantees, and down-payment assistance.	**Scale of Impact – Small to Moderate**. The scale of the impact of EAH programs will depend on the size of the employer, eligibility criteria, and the type of assistance offered. If one or more large employers offers an EAH program with substantial assistance that provides enough assistance to make housing in the city affordable for low- and moderate-income households, then an EAH program can have a sizeable impact.

Lower Development or Operational Costs

The following policies focus on ways in which the City and other entities involved in development can provide financial assistance to lower development or operational costs in a city in order to increase housing affordability and available housing stock.

Strategy Name	Description	Scale of Impact
Programs or policies to lower the cost of development		
Parcel assembly	Parcel assembly involves the city's ability to purchase lands for the purpose of land aggregation or site assembly. It can directly address the issues related to limited multifamily lands being available in appropriate locations (e.g., near arterials and commercial services). Typical goals of parcel assembly programs are: (1) to provide sites for rental apartments in appropriate locations close to services and (2) to reduce the cost of developing multifamily rental units Parcel assembly can lower the cost of multifamily development because the City is able to purchase land in strategic locations over time. Parcel assembly is often associated with development of affordable housing (affordable to households with income below 60% of MFI), where the City partners with nonprofit affordable housing developers. Parcel assembly can be critically important role for cities to kick start quality affordable housing and work force housing projects that can be positive catalysts too for market rate development.	**Scale of Impact - Small to large.** Parcel assembly is most likely to have an effect on a localized area, providing a few opportunities for new multifamily housing development over time**.**
Land Banking	Land banks support housing development by reducing or eliminating land cost from development, with the goal of increasing the affordability of housing. They can take several forms. Many are administered by a non-profit or non-governmental entity with a mission of managing a portfolio of properties to support	**Scale of Impact - Small to large.** A land bank will have the biggest impact on production of low- and moderate-income affordable housing.

Strategy Name	Description	Scale of Impact
	affordable housing development over many years or decades. Ideally, a land bank is set up to manage financial and administrative resources, including strategic property disposal, for the explicit purpose of supporting affordable housing development. Cities can partner with non-profits or sometimes manage their own land banks. Cities may also donate, sell, or lease publicly-owned land for the development of affordable housing even without a formal 'land bank' organization. Land banks are purposed for short-term ownership of lands. Lands acquired are often vacant, blighted, or environmentally-contaminated. Land banks may also acquire lands with title defects or of which derelict structures sit. Lands are eventually transferred to a new owner for reuse and redevelopment.	Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.
Land Trusts	A land trust is typically a nonprofit organization that owns land and sells or leases the housing on the land to income-qualified buyers. Because the land is not included in the housing price for tenants / buyers, land trusts can achieve below-market pricing. Land trusts are most commonly used as a method for supporting affordable home ownership goals. Land trusts are purposed for long-term stewardship of lands and buildings. Lands / buildings acquired may have need for remediation or redevelopment. Lands / buildings may have also been acquired to preserve affordability, prevent deferred maintenance, or protect against foreclosure Proud Ground (Portland Metro Area) was founded in 1999 and has grown into one of the largest community land trusts in the country. The organization focuses on affordable homeownership and controls ground leases associated with 270 homes in Multnomah, Washington, Clackamas, and Clark County.	**Scale of Impact - Small to large.** A land trust will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.
Public Land Disposition	The public sector sometimes controls land that has been acquired with resources that enable it to dispose of that land for private and/or nonprofit redevelopment. Land acquired with funding sources such as tax increment, EB-5, or through federal resources such as CDBG or HUD Section 108 can be sold or leased at below market rates for various projects to help achieve redevelopment objectives. This increases development feasibility by reducing development costs and gives the public sector leverage to achieve its goals via a development agreement process with the developer. Funding can come from Tax Increment, CDBG/HUD 108, or EB-5. Cities across Oregon use publicly land to support affordable and market-rate of housing development. In some cases, municipalities put surplus public land into land banks or land trusts. Tri-Met is evaluating re-use of construction staging sites for future affordable housing and/or transit-orient development sites. Cottage Grove is working with the school district to discuss and plan for use of surplus school district land for future housing development.	**Scale of Impact – Small to moderate.** Depends on whether the City has surplus land that would be appropriate for future housing development.

Strategy Name	Description	Scale of Impact
Reduced / Waived Building Permit fee, Planning fees, or SDCs	Programs that reduce various development fees as an incentive to induce qualifying types of development or building features. There are a number of avenues to seek reduced or waived fees. For example, stormwater improvements can be made through the Commercial Stormwater Fee Reduction. There are commonly used tools, often implemented in conjunction with development agreements or other development negotiation processes. City of Portland offers SDC exemptions for affordable housing. Portland's SDC Exemption Program exempts developers of qualifying affordable housing projects from paying SDCs levied by the City of Portland for transportation, water, parks and environmental services. Eligible rental projects must serve households earning at or below 60% of the AMI for a 60-year period. Portland also offers SDC waivers for development of ADUs. City of McMinnville offers SDC exemptions and reduced permit fees for affordable housing. Building and planning permit fees for new or remodel housing construction projects are reduced by 50% for eligible projects and SDCs for transportation, wastewater and parks are exempted at 100%. Reductions/exemptions are prorated for mixed use or mixed-income developments. The property must be utilized for housing for low-income persons for at least 10 years or the SDCs must be paid to the city.	**Scale of Impact - Small**.
Scaling SDCs to Unit Size	Cities often charge a set SDC per dwelling unit, charging the same SDCs for large single-family detached units as for small single-family detached units or accessory dwelling units. Some cities have started scaling SDC based on the size of the unit in square feet. Offering lower SDC for smaller units can encourage development of smaller units, such as small single-family detached units or cottage cluster units. Newport Oregon scales SDCs for water, wastewater, stormwater, and transportation. The City has a base SDC rate (per square foot) of built space. For example, a 1,000 square foot unit would be charged $620 for water SDC ($0.62 per square foot). A 2,000 square foot unit would be charged $1,204 for the water SDC ($0.62 per square foot for the first 1,700 square feet and $0.50 for the additional 300 square feet).	**Scale of Impact – Small to moderate**
Reduce or Exempt ADUs from SDCs	Reduce or offer waivers for SDCs for ADUs to increase the financial feasibility for developing an ADU. If the city waives SDCs for ADUs, the city will need to backfill the cost of the SDCs from another funding source.	**Scale of Impact – Small to moderate**
SDC Financing Credits	May help to offset the an SDC charge, which is a one-time fee that is issued when there is new development or a change in use. SDC financing enables developers to stretch their SDC payment over time, thereby reducing upfront costs. Alternately, credits allow developers to make necessary improvements to the site in lieu of paying SDCs. Note that the City can control its own SDCs, but often small cities manage them on behalf of other jurisdictions including the County and special districts. SDCs are granted when the project makes lasting	**Scale of Impact – Small to moderate.** The City may consider changes in SDCs to allow financing but the City would want to ensure that the impact should be spread-out and non-negatively impact one entity.

Strategy Name	Description	Scale of Impact
	improvements, such as improving roads, reducing number of trips, create or improve parks or recreational centers, and permanently removing water services.	
Sole Source SDCs	Retains SDCs paid by developers within a limited geographic area that directly benefits from new development, rather than being available for use city-wide. This enables SDC-eligible improvements within the area that generates those funds to keep them for these improvements. Improvements within smaller areas can enhance the catalytic and redevelopment value of the area. This tool can also be blended with other resources such as LIDs and Urban Renewal (Tax Increment Financing). Funding can come from an SDC fund or general fund. In some cases, there may be no financial impact. The housing can come in the form of student, low-income, or workforce housing.	**Scale of Impact – Small to moderate.** Depends on how the tool is implemented and whether it is used with other tools, such as LIDs or Urban Renewal.
Reimbursement District	A Reimbursement District is a cost sharing mechanism, typically Initiated by a developer. The purpose is to provide a reimbursement method to the developer of an infrastructure improvement, through fees paid by property owners at the time the property benefits from the improvement. A developer applies to create a Reimbursement District by demonstrating benefit to properties beyond their own. In addition, the size of the improvement must be measurably greater than would otherwise be ordinarily required for the improvement Eligible Reimbursement District projects typically include (but are not limited to) construction or connections of a sewer, water, storm water or street improvements. Applications typically include: a fee sufficient to cover the cost of administrative review, a description of the project, properties that would be impacted, and a detailed methodology and calculation of how the estimated costs would be reimbursed by payments from benefitted properties over a specified timeframe. A report from the City Engineer is generated in review of the submitted application. After a public hearing process, the council will approve, reject or modify the proposal. The approval of a Reimbursement District results in a resolution and distribution of notice among benefitted properties before construction can begin. Benefitted properties must pay the Reimbursement Fee when they make a physical connection to the improvement (or in the case of a sewer project, when the benefitted property creates an impervious surface that drains into the public sewer) within the Reimbursement District Area. Reimbursement fees are collected by the City and are distributed to the developer for the duration of the Reimbursement District, which are typically 10-15 years. Paid by benefitted properties at the time the property benefits from the improvement, typically at connection to the sewer, water or storm drain system.	**Scale of Impact – Small to moderate**.
Add Restrictive Covenants to Ensure Affordability	Adding restrictive covenants to ensure affordability over time at a certain income level for affordable housing developments. Restrictive covenants are usually placed on a property in exchange for a local or state	

Strategy Name	Description	Scale of Impact
	government providing financial contribution to the project. These covenants work best over the short-term (up to 30 years); after that they become unable to accommodate changed circumstances.	
Tax abatement programs that decrease operational costs by decreasing property taxes		
Nonprofit Corporation Low Income Housing Tax Exemption and Low-Income Rental Housing Tax Exemption	Note: These are two separate tax exemptions available under statute (ORS 307.515 to 307.523 / ORS 307.540 to 307.548). They are grouped together for their similarities (but differences are noted). Land and improvement tax exemption used to reduce operating costs for regulated affordable housing affordable at 60% AMI or below. Requires the City to adopt standards and guidelines for applications and enforcement mechanisms. The low-income rental housing program exemption lasts 20 years. The nonprofit corporation low-income housing program must be applied for every year but can continue as long as the property meets the criteria. Rents must reflect the full value of the property tax abatement and City can add additional criteria. There is no requirement that construction must be complete prior to application. Programs both work well in tandem with other incentives, such as land banking.	**Scale of Impact – Small to moderate**. The exemption reduces operating costs, meaning it is a tool more useful to property owners of affordable housing projects. Developers, who do not own and operate their own projects, may be less inclined to use the program.

Funding Sources to Support Residential Development

The following policies focus on ways to pay for the costs of implementing the affordable housing programs and infrastructure development.

Strategy Name	Description	Scale of Impact
Urban Renewal / Tax Increment Finance (TIF)	Tax increment finance revenues are generated by the increase in total assessed value in an urban renewal district from the time the district is first established. As property values increase in the district, the increase in total property taxes (i.e., City, County, school portions) is used to pay off the bonds. When the bonds are paid off, the entire valuation is returned to the general property tax rolls. TIFs defer property tax accumulation by the City and County until the urban renewal district expires or pays off bonds. Over the long term (most districts are established for a period of 20 or more years), the district could produce significant revenues for capital projects. Urban renewal funds can be invested in the form of low-interest loans and/or grants for a variety of capital investments: • Redevelopment projects, such as mixed-use or infill housing developments • Economic development strategies, such as capital improvement loans for small or startup businesses which can be linked to family-wage jobs • Streetscape improvements, including new lighting, trees, and sidewalks • Land assembly for public as well as private re-use • Transportation enhancements, including intersection improvements • Historic preservation projects • Parks and open spaces Urban renewal is a commonly used tool to support housing development in cities across Oregon. Cities can create a TIF set-aside for affordable housing development programs within designated Urban Renewal Areas. The target could be to set aside funds for affordable housing projects as a medium-term action, over the next 5 years or so. For example: Portland City Council designates 45% of the gross amount of TIF for designated housing purposes (rental housing for households under 60% of Area Median Income (AMI) and homeownership for households under 80% of AMI.	**Scale of Impact – Moderate to Large**. Urban Renewal funding is a flexible tool that allows cities to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs). Portland used Urban Renewal to catalyze redevelopment across the City, including the Pearl District and South Waterfront.

Construction Excise Tax (CET)	Funds land use planning throughout the region by taxing construction permits. CET is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. In 2016, the Oregon Legislature passed Senate Bill 1533 which permits cities to adopt a construction excise tax (CET) on the value of new construction projects to raise funds for affordable housing projects. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction. The allowed uses for CET funding are defined by the state statute. The City may retain 4% of funds to cover administrative costs. The funds remaining must be allocated as follows, if the City uses a residential CET: • 50% must be used for developer incentives (e.g. fee and SDC waivers, tax abatements, etc.) • 35% may be used flexibly for affordable housing programs, as defined by the jurisdiction. • 15% flows to Oregon Housing and Community Services for homeowner programs. If the City implements a CET on commercial or industrial uses, 50% of the funds must be used for allowed developer incentives and the remaining 50% are unrestricted. The rate may exceed 1% if levied on commercial or industrial uses. The City of Portland's CET went into effect in 2016. It levies a 1% CET on residential, commercial, and industrial development valued at $100,000 or more, with all revenues going toward affordable housing. The revenues pay for production of housing at or below 60% AMI, developer incentives for inclusionary zoning, along with state homeownership programs. City of Bend adopted a CET of 0.3% on residential, commercial, and industrial development in 2006, with revenues dedicated to loans to fund developments by profit and nonprofit affordable housing developers. The fee has raised $11 million as of 2016, allowing the City to lend money to fund 615 units. The fund has leveraged $63 million in state and federal funding and $14 million in equity. The City of Milwaukie adopted a CET on commercial, residential, and industrial development in November of 2017. The City exempted deed-restricted affordable housing, ADUs, and improvements less than $100,000 from paying the CET. The adopting ordinance allocates funds as required by state statutes, specifying that flexible funds from the commercial improvements will be used 50% toward housing available to those making up to 120% of MFI, and 50% for economic development programs in areas with sub-area plans (such as Downtown and Riverfront, and the City's urban renewal areas).	**Scale of Impact – Depends on the amount of funding available**.

General Fund and General Obligation (GO) Bonds	Allows funding for a project that is not dependent on revenue from the project to back the bond. City can use general fund monies on hand or can issue bonds backed by the full faith and credit of the city to pay for desired public improvements. Property taxes are increased to pay back the GO bonds. City of Portland passed $258 million bond for affordable housing in 2016. The goal of the bond is to build or preserve up to 1,300 units in the next five to seven years. The city issued a request for information to solicit interest in acquiring properties or land under the affordable housing bond. The city is looking for opportunities to acquire existing properties of 20 or more units, or vacant land that is appropriately zoned for 20+ housing units, and is looking for both traditional and nontraditional development opportunities.	**Scale of Impact – Moderate to large**. GO Bonds can be used to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs).
General Fund Grants or Loans	A city can use general fund or tax increment dollars to directly invest in a specific affordable housing projects. These grants or loans can serve as gap funding to improve development feasibility. There are several options for using general fund grants or loans, including the potential for bonds to generate upfront revenue that is repaid over time, as recently approved in the City of Portland. Another option is to use general fund dollars to contribute to other programs that are successfully operating, such as non-profit land trusts or even other government agencies that have the administrative capacity to maintain compliance requirements over time, using intergovernmental agreements.	**Scale of Impact – Depends on the amount of funding available**.
Transient Lodging Tax (TLT)	Generates revenue by primarily taxing tourists and guests using temporary lodging services. Taxes for temporary lodging at hotels, motels, campgrounds, and other temporary lodgings. Oregon has a statewide TLT and cities and counties can also charge a local TLT subject to certain limitations. The statutes specify that 70% must be used for tourism promotion or tourism related facilities and 30% is unrestricted in use, and there cannot be a reduction of the total percent of room tax. The state tax is specified at 1.8%; local government tax rates vary as local governments set the rate for their jurisdiction by ordinance. Cities and counties may impose taxes on transient lodging. Alternatively, some cities have an agreement for the county to impose the tax and cities share in a percent of the revenue.	**Scale of Impact – Small.** The amount of funding from TLT is likely to be relatively small, given that only 30% of TLT funds have unrestricted use.
Foundation Awards	Local, regional, and national foundations provide both capital funding and program funding for a wide variety of innovative housing models and programs. In Oregon, the Meyer Memorial Trust and Oregon Community Foundation (OCF) may fund innovative housing models and programs	

Policies to Support Housing Equity

The following policies focus on ways to increase equity in decision making about housing and further fair housing within the city.

Strategy Name	Description	Scale of Impact
Implement all Housing Policies through a Lens of Social and Racial Equity	Develop a social and racial equity and inclusion lens to evaluate all housing policies.	
Adopt Affirmatively Furthering Fair Housing as a Housing Policy in Comprehensive Plan	Amend the comprehensive plan to explicitly make Affirmatively Furthering Fair Housing a Housing Policy. The city may consider whether the Compressive Plan is the appropriate location for this policy. A part of this policy is ensuring there are opportunities for education about fair housing to residents, property owners, property managers, realtors, lenders and others involved with real estate transactions with access to Fair Housing information and referrals. Ensure that city staff know how to identify potential Fair Housing violations and make referrals to the Fair Housing Council of Oregon and state and local enforcement agencies. The city could partner with and fund Fair Housing Council of Oregon to provide periodic Fair Housing Audit Testing, customized outreach and education and other specialized services.	
Fair Housing Education, Referral, and Other Services	Provide residents, property owners, property managers, realtors, lenders and others involved with real estate transactions with access to Fair Housing information and referrals. Ensure that city staff know how to identify potential Fair Housing violations and make referrals to the Fair Housing Council of Oregon and state and local enforcement agencies. Partner with and fund Fair Housing Council of Oregon to provide periodic Fair Housing Audit Testing, customized outreach and education and other specialized services.	
Accessible Design	Provide incentives in the development code to increase the number of units designed to meet Universal Design, Lifelong Housing Certification, and other similar standards. This strategy could include pre-approved plan sets (e.g. single-family detached and townhomes with barrier-free / universal design), within the context of ADA and FHA rules.	